

JOURNAL'S BUSINESS DIRECTORY.

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TIME MAY BE EXTENDED

RAILWAYS NOT ALL EQUIPPED WITH SAFETY APPLIANCES.

May Be Granted Six Months More to Furnish All Cars with Automatic Couplers.

The Interstate-commerce Commission yesterday gave, at Washington, a hearing to the representatives of the several railway companies, asking for a further extension of the time allowed railroads to equip their lines with safety appliances, under the act of March 2, 1893. Two years ago the commission granted an extension until Jan. 1, 1900. The further extension asked for at the present time is one year. The representatives of various labor organizations also came to the hearing to the side of the case. The representatives of about one hundred roads were in attendance. John K. Cowen, president of the Baltimore & Ohio, representing, as chairman, eighty-eight other roads, having eighty thousand miles of line, made the opening argument. He said that June 1, 1893, 21,303 freight cars, out of 2,398,000 engaged in interstate commerce, were not equipped with safety appliances. Since that time the number had been reduced to between 15,000 and 16,000. The argument of the railroads asking for an extension was based upon the showing made by the roads since the last application. The showing demonstrated that the railroads had done as well as could be expected and would ask no further extension. Wayne MacVeagh, representing the Pennsylvania and affiliated lines, joined in asking for the extension. They had equipped 18,000 out of 100,000 cars.

President Knapp, of the commission, stated that of the roads petitioning for an extension 40 per cent. were fully equipped, he said there was some misapprehension as to the meaning of the law, which provided that, after a certain date, no unequipped cars should participate in interstate commerce. Fully equipped cars could not be used on lines where the law was in effect.

After a recess Mr. MacVeagh again addressed the commission, dwelling on the enormous progress already made by the railroads, which, he said, had spent \$100,000,000 to comply with the law, as the extension was not granted, he said, the withdrawal of interstate commerce from the railroads would inflict a serious injury on the business interests of the country.

The secretary of the commission said that it would be entirely impracticable for the commission to equip all the foreign cars on its line. President Knapp at this point stated that a traveling inspector of the commission, who had been examining the equipment of the roads for some time, had found an almost ideal state of affairs, so far as handling of interstate commerce was concerned, but that he had found a surprising state of affairs so far as some of the alleged auto-couplers on the lines of the roads were concerned, he said. The appliances for operating the couplers, especially the uncoupling mechanism, was found out of order in 25 per cent. of the couplers. The couplers could not be worked except by the uncoupling mechanism, was found out of order in 25 per cent. of the couplers.

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JUSTICE IS DEALT OUT

SEVERAL MEN GET THEIR PUNISHMENT FROM JUDGE BAKER.

A Young Attorney Ordered to Return Part of an Excessive Fee—County Grand Jury Courts.

Sylvester Willis, of Cerro Gordo, Ind., was yesterday sentenced by Judge Baker to serve a sentence of sixty days in the Marion county jail. He got into trouble through the receipt of a green-goods circular. After he had received it, instead of becoming a victim, it is charged, he adopted the idea suggested by the circular and opened a green-goods correspondence with a man in Iowa. The game was interrupted by a postoffice inspector.

Henry Howell was sentenced to eighteen months' imprisonment in the Ohio penitentiary at Columbus. He was charged with embezzling a registered letter from the Monrovia, Morgan county, postoffice.

A young boy by the name of John Hector was before Judge Baker charged with having opened a postoffice box in Greensburg and abstracting mail therefrom. Judge Baker, on account of the youth of the boy, dismissed him with an admonishment of the consequences that always attend such unlawful acts.

Yesterday afternoon there were five men before Judge Baker charged with having stolen mail from the postoffice at Greensburg. The men were Christian Elmi, Muncie; C. J. Tressler and S. C. Green, Greensburg; and J. L. Kanck, Shelbyville. They were each fined \$10 and costs.

W. G. Bailey, superintendent of the Cincinnati division of the Big Four, and Alford Ingalls, assistant superintendent of the Cleveland and Indianapolis division, were in the city yesterday to confer with General Superintendent Van Winkle.

Contrary to usual custom, the Pennsylvania Railroad company, which is the owner of the annual passes over its system into 1900. C. S. Rhodes, superintendent of telegraph on the Big Four, was in the city yesterday to confer with General Superintendent Van Winkle.

O. D. Ashley, president of the Washburn, Ind., was before Judge Baker charged with having stolen mail from the postoffice at Greensburg. He was charged with having stolen mail from the postoffice at Greensburg. He was charged with having stolen mail from the postoffice at Greensburg.

There is no city of the size of Indianapolis where there are so many switches leading to industries. There are now 22 switches leading from some of the Indianapolis lines to the business district. The switches, eleven having been added in the last few weeks.

The Philadelphia & Reading has placed an order for a new switch leading to the steel works with the pressed steel car works. This company has just ordered twenty-two passenger cars, and the new switch will be used for the cars.

The chief surgeon of the Missouri Pacific lines gives notice that the new switch of the road, at Kansas City, will be discontinued and emergency hospitals established at the new switch. The new switch will be discontinued and emergency hospitals established at the new switch.

The Big Four will within the next thirty days place a new switch leading to the steel works with the pressed steel car works. This company has just ordered twenty-two passenger cars, and the new switch will be used for the cars.

A. Andrews, general agent of the Adams express company, at Pittsburg, on Jan. 1, will be succeeded at Pittsburg by General Agent Heiner, now at Columbus, O. At Columbus, he will be succeeded by Mr. Sullivan, for years treasurer of the C. & O. company, will retire and his duties will be taken over by Mr. Sullivan.

It is now settled that the Pennsylvania company will absorb the Cleveland, Akron & Columbus line. The company will absorb the Cleveland, Akron & Columbus line. The company will absorb the Cleveland, Akron & Columbus line.

George Lowell, general superintendent of the Illinois Central, on its road to and from Illinois, for the six months ending Oct. 31, was \$2,275,846, and of this sum, \$36,497.77, was on Tuesday, Dec. 5, paid to the Illinois Central, for the six months ending Oct. 31, was \$2,275,846, and of this sum, \$36,497.77, was on Tuesday, Dec. 5, paid to the Illinois Central.

The Lake Erie & Western earned, in November, \$346,213, an increase over the corresponding month of 1908 of \$3,221. The Erie & Western earned, in November, \$346,213, an increase over the corresponding month of 1908 of \$3,221.

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